

## PLANNING AND ZONING COMMISSION

## MEETING MINUTES

**NOVEMBER 14, 2013**

## AGENDA

## Informal Case

- 1. Bridge Park Mixed-Use Development  
13-111INF**

## New Case

- 2. Village at Coffman Park PUD – Ganzhorn Suites**  
**13-058Z/PDP/PP** **Rezoning with Preliminary Development Plan/  
Preliminary Plat**

## Administrative Case

- ### 3. **Bridge Street District – Code Modification** **13-095ADMC** **Administrative Request -Zoning Code Amendment**

[Please note: due to technical difficulties there is no recording available for this meeting. These minutes were created using staff notes.]

Chair Chris Amorose Groomes called the meeting to order at 6:32 p.m. and led the Pledge of Allegiance. Other Commission members present were Richard Taylor, Amy Kramb, John Hardt, Warren Fishman, and Victoria Newell (arrived 8 pm). City representatives were Dan Phillabaum, Terry Foegler, Steve Langworthy, Claudia Husak, Gary Gunderman, Justin Goodwin, Rachel Ray, Marie Downie, Jennifer Readler, Jeff Tyler, Alan Perkins, Barb Cox, Dana McDaniel, Laurie Wright, and Libby Farley.

## Administrative Business

### Motion and Vote

Richard Taylor moved, John Hardt seconded to accept the documents into the record as presented. The vote was as follows: Ms. Amorose Groomes, yes; Mr. Fishman, yes; Ms. Kramb, yes; Mr. Hardt, yes; and Mr. Taylor, yes. (Approved 5 – 0)

Ms. Amorose Groomes briefly explained the rules and procedures of the Planning and Zoning Commission.

- 1. Bridge Park Mixed-Use Development  
13-111INF**

Dan Phillabaum presented this case and began by providing some background information that preceded this Informal application. He said that one of City Council's Goals for 2013 is to embrace the vision of true mixed-use, walkable neighborhoods in the Bridge Street District by

working with public and private partners to create a sustainable, safe, vibrant and dynamic mix of land uses, creative open spaces, residential options and signature architecture to attract a diverse population of residents and visitor.

Mr. Phillabaum said that to begin implementing this vision, Council made a strategic decision to focus development efforts on the Scioto River Corridor area based on the transformative opportunities this area presents to build off of the walkable environment of Historic Dublin by creating a complementary, pedestrian-friendly development pattern on the east side of the river, to engage the Scioto River by expanding parkland on both sides of this natural amenity and facilitating pedestrian movement across the River, and to create a gateway experience at this prominent location. He said that staff has been directed to advance the preliminary planning and design of several Capital Improvement Projects in this area of the city, including the realignment of Riverside Drive, creation and expansion of parkland on both sides of the Scioto River, a roundabout at Riverside Drive and State Route 161, and a pedestrian bridge linking Historic Dublin, the parks and future development on the east side of the Scioto. He said the purpose of this Informal is to provide an opportunity for Crawford Hoying Development Partners to introduce the Commission to their master plan concept for the east side of the Scioto River and for the Commission to review and provide initial feedback to City Council, Staff and the Developer on this mixed-use development concept within the context of this public infrastructure framework.

Mr. Phillabaum described the project site as being approximately 25 acres at northeast corner of State Route 161 and relocated Riverside Drive. He said it includes majority of the former Bash Driving Range, Bridge Point Shopping Center, the Spa at River Ridge, Touch of Class Car Wash and COTA Park and Ride Facility. He added that coordination between the City and several of these entities is ongoing in order to facilitate the public infrastructure currently under preliminary design. He informed the Commission that Crawford Hoying has also been in close coordination with City staff and our consultant team to as they develop their mixed-use concept to ensure that the private development and public infrastructure are aligned so that the vision for the Scioto River Corridor can be realized.

Chris Amorose Groomes said that first they would view the presentation from the applicant, then they would take public comment on the proposal, then open it up to Commission for discussion and questions for the applicant and staff.

Nelson Yoder with Crawford Hoying Development Partners thanked the Commission for taking the time this evening to review their ideas for the Bridge Park mixed-use development. He thanked the Commissioners that were able to attend the Community Input Forum where these plans and images were first presented to the public and welcomed the opportunity to have a broader discussion and obtain more in-depth feedback from the Commission. He said Crawford Hoying firmly believes this project is walkable, sustainable and aligned with the City's vision for the Bridge Street District.

John Martin, with Elkus Manfredi Architects provided a description of the overall plan beginning with the blocks south of Park Avenue. He said that at the southernmost block of the development are a five story, 140,000 s.f. office building and a 195 key hotel room and a 30,000 s.f. conference center with a plaza space between. He said these buildings are located above two levels of parking below ground. He said the next block to the north would contain a

32,000 s.f. fitness center at the ground floor with 82 dwelling units on the floors above, a three story parking structure lined by townhomes on two sides, and about 23,400 s.f. of retail/food & beverage uses at street level on the south side of Park Avenue with 90 dwelling units on the floors above. He said all of the development in this block is located above two levels of parking below ground, and to the east across Mooney Street is a 5,000 s.f. retail/food & beverage use anchoring the intersection with townhomes to east at the ground floor and 88 dwelling units above. He added that a two level parking deck would be located behind this building.

Mr. Martin then outlined the proposed development north of Park Avenue. He said there would be about 33,000 s.f. of retail/food & beverage uses lining the north side of Park Avenue west of Mooney Street and turning the corner along Riverside Drive. He said there would also be a 19,000 s.f. neighborhood grocery along Riverside Drive. He said the four upper floors of these buildings would be comprised of a total of about 220 dwelling units over the three building footprints below. He added that on the interior of this block is a three level parking structure capped with a roof-top amenity deck for residents. He said on the block to the east across Mooney Street is a 10,000 s.f. retail/food & beverage use anchoring the intersection with townhomes to east at the ground floor. He said the remainder of this block was comprised with approximately 78 residential units both at the street level and on the floors above and parking would be located on the interior of this block.

He said the six blocks to the north between Mooney Street and Tuller Ridge/Dale Drive would be comprised of about 100 3-story townhomes and that these would likely be built by other developers in a range of architectural styles. He said the remaining block to the west along Riverside Drive would also be entirely residential, with about 285 dwelling units distributed among four five-story buildings that surround a parking structure capped with a roof-top amenity deck for residents.

Mr. Martin described a few perspective images to illustrate what this district could be in the future. He noted that these were conceptual sketches of an architectural character that will certainly undergo changes as the development is refined.

The first view is from the vantage point of the center of the roundabout looking to the north. He said a portion of the exposed parking beneath the buildings would be concealed by a bermed embankment. He said the office building would be clad in stone or cast stone with the same coloration and texture of Dublin limestone. He said a plaza in the center opens views to the hotel and conference use. He said there would be a ballroom in the center of the space with pre-function areas featuring extensive use of glass in order to provide views to the river. He said small meeting rooms would be oriented closer to the courtyard. He said the hotel would have an amenity deck with a swimming pool at the top floor.

He said the next view was of Park Avenue from the pedestrian bridge landing across Riverside Drive. He said this would be a 'double loaded' street with active ground floor uses such as retail and food & beverage on both sides. He was supportive of the design for this street that proposes a different pavement material through the intersection at Riverside Drive, and makes a strong connection to the cycletrack along Park Avenue to bring pedestrian and bicycle traffic from their development to Historic Dublin and back. He said the buildings depicted would be four stories of residential in wood construction on top of either a concrete or wood podium and clad with brick or masonry.

He described the next image as a view to the south down Riverside Drive with the neighborhood grocery in the foreground. He said this grocery would serve the needs of the over 1,000 future residents in the area. He noted that parallel parking has been depicted along the east side of Riverside Drive and they were hopeful that this could be achieved. He said from the grocer to the south would be more of the retail and restaurant uses as one approaches the pedestrian bridge.

He said the next view was of Park Avenue at the east end of the development area to the west toward the river. He described the street as having two travel lanes flanked by parallel parking, cycletracks on each side of the street, a planting and site furniture zone, followed by sidewalks adjacent to the proposed development. He anticipated that sidewalks would be a minimum of 12 feet wide in addition to space dedicated to create outdoor café seating. He believed this streetscape would be very inviting to residents and visitors alike.

He presented the final image of the proposed townhomes as the most conceptual of all that they had presented. He said the townhomes would be developed by a variety of developers and architects, but that they would generally be three-stories with parking in the rear of the unit. He said these units may be very different than depicted here and could be constructed of masonry, brick, stone, siding and could feature sloped or flat roofs and that the objective would be to encourage a diversity of contemporary architectural styles as each block is built out.

Mr. Yoder concluded their presentation and said the plan and the images presented are the end result of a lot of minds working together to develop a plan that they feel will meet the test of time. He believed that this development would appeal to both empty nesters looking for a step down housing option, as well as young professionals that might work nearby at Cardinal Health of Wendy's Headquarters. He stated that a housing market analysis was currently being conducted by Ken Danter, with the Danter Company, specialists in real estate market feasibility.

He provided additional information related to the parking distributed throughout the project, and the benefit to residents with covered parking that may be above or below ground level. He said the retailers and restaurants on the other hand want readily accessible parking at ground level. He added that the amount of parking provided meets, or exceeds in some areas, the amount of parking required by Code. He said his architects made a conscious decision to draw upon the strength and character of the historic limestone of Old Dublin without being too literal but creating a neighborhood on these banks that would appeal to a great number of people. He stated that as a lifelong resident of Dublin he wanted to see the City continue to be successful into the future. He said that Crawford Hoying recognizes that users in and out of Dublin want a walkable, Historic Dublin type of environment. He welcomed the Commission's feedback and questions and wanted to gauge if they were supportive of the images presented as being the right look for the project.

Chris Amorose Groomes invited public comment.

Mike Bradley, Interim VP COTA for Planning and Service Development said that they like and are supportive of the project, but are anxious to know how COTA fits in. He said that they are receiving questions from passengers that use the Park & Ride at Dale Drive on the future of this facility. He reiterated that COTA is very supportive of the density of this project and that

discussions and coordination between COTA and Dublin about this and other Park & Ride facilities in Dublin.

Bill Jacob, 8326 Autumnwood Way said that this was an exciting opportunity for the City of Dublin and was looking forward to seeing something happen. He said he represents some of the residents and business people in Historic Dublin and Dublin in general, and wanted to make sure that the development wouldn't have a negative impact on existing businesses.

Phil Weisenbach, 5505 Villas Drive said that as a runner, he likes the idea of being able to cross the river over the pedestrian bridge, but had concerns about traffic at the intersection of Riverside Drive. He was supportive of the project but wanted to ensure that the pedestrian crossings are safe.

Ms. Groomes said that there was obviously a lot to talk about with this project and asked for the patience of everyone present.

Amy Kramb said her biggest concerns were with traffic back-ups in the roundabout at State Route 161 and Riverside Drive created by the signal at the intersection of Park Avenue (Dale Drive) and Riverside Drive to the north. She wanted to see the capacity numbers that were projected for Bridge Street and the traffic studies. Her second concern was with the convention center and hotel uses and was skeptical if these were appropriate uses in this location. She said the memo referenced some uses or building types would not be permitted with the underlying zoning and that a rezoning would be necessary. She asked if the hotel and convention uses were currently permitted.

Mr. Phillabaum replied that those specific uses are being proposed on property currently zoned Bridge Street Commercial District, and they are not permitted in that district.

Ms. Kramb asked what the zoning to the north of Dale Drive was currently.

Mr. Phillabaum replied that the rest of the site is zoned Bridge Street Office Residential District.

Ms. Kramb said she was hesitant to carve out another piece to a different zoning to accommodate the applicant, and thought that they should work within the existing zoning. She said she would want to be provided with some analysis of the conflicts with the current zoning districts, such as uses and building types. She said it seemed like there was a considerable greater amount of density and taller buildings than the current zoning. She was generally in favor of the contemporary architecture and the concept of structured parking. She was not convinced that there will be views to the river from the ground floor of the conference center and that the residential building shown on the Wendy's restaurant site would be feasible due to access limitations.

Mr. Phillabaum reminded the Commission that during the area rezoning process the previous owner of Bridge Point Shopping Center requested to be rezoned to Bridge Street Commercial District, as they envisioned maintaining the property in its existing state as a suburban strip retail center with outparcels. He said that particular zoning district was generally applied only to existing retail centers and other low-rise single use buildings.

John Hardt was excited to see this and other things happening in this area since staff and the commission spent nearly three years thinking and dreaming about what they wanted to see happen in Bridge Street. He said this part of the city really needed a different flavor of development than shopping centers surrounded by parking. He thanked everyone for the work that has been done to date. He respectfully disagreed with Ms. Kramb on the use discussion at the Bridge Point location. He appreciated the staff comments that what is being proposed does not fit the zoning, and this was an opportunity to get uses functionally in the right places rather than fitting in a zoning district planned several years ago. He said he would be open to considering a rezoning process to achieve a rich mix of uses with residential spread out across the entire area. He agreed with Ms. Kramb that the residential building depicted on the Wendy's restaurant site to the south of State Route 161 did not seem feasible and was the least pedestrian-friendly site in the area.

Mr. Hardt expressed conceptual support for the contemporary architecture, but noted that there was a lack of variety overall. He was not in favor of the monolithic scale and appearance of the buildings north of Park Avenue, and said that the space on the interior of the building immediately north of Park Avenue along Riverside appears to be impenetrable by the public. He recommended more accessible internal public open spaces on the interior of these buildings, and suggested making the internal courtyard accessible from the east side of the block. He acknowledged the staircase depicted connecting down to the sidewalk along Riverside, but didn't think it was substantial enough to serve as effective public access.

Mr. Hardt said that more variety is needed in the townhome area. He did not have a problem with the building that was shown, but not with three blocks of the same building. He said the Riverside facing buildings have the same problem of being too uniform in character. He referenced Woodlands, Texas and the Arena District as examples of places that successfully achieve architectural variety but with coordinated character.

Mr. Hardt said that the Park Avenue area was on the right track, but was concerned that it did not go far enough. He would like to see the integration of non-residential uses at the ground floor continue able to be continued as Park Avenue extends to the east and had concerns that without this the overall walkable intentions for the District would not be fulfilled. He suggested that these spaces be constructed as loft spaces with higher ceilings to accommodate future commercial uses in this space as markets change. He had concerns with the right turn from Park Avenue to Oxford Street as being very automobile-oriented and wanted to see a more pedestrian friendly approach to this access point.

Mr. Hardt referenced the view of the office building, hotel and conference center and had concerns with the conference appearing as being built on raised plinth and the disconnection this created for pedestrians from the sidewalk along Riverside Drive. He said the office building had the same issue although not as severe. He said there were several other instances in the plans and images presented along Riverside Drive where sidewalks do not interface with the proposed buildings very well. He said this detail has to be correct to encourage interaction and activation of the Riverside frontage.

Richard Taylor said that he was also excited that we are beginning to implement the Vision Plan, and he thanked everyone for their time and effort and primarily the current members of the Commission who went to Greenville, South Carolina. He said his first concerns were more

directed toward the City than Crawford Hoying, because he disagrees with the roundabout and proposed location for Riverside Drive.

Mr. Taylor said he is frustrated that we created a problem by placing buildings on the opposite side of the street from the park. He said pedestrians should be able to cross Riverside at all the intersections to the east to have frequent and easy access to the park, and if residents have to cross a street to get to the park we are making a big mistake. He noted that a tunnel under Riverside had been suggested at the Community Forum and acknowledges that many people feel this is necessary as they are concerned about interrupting traffic flow with pedestrian crossings, but he disagrees. He said that we are trying to create a different type of place along this section of Riverside Drive and that in this area pedestrians should be prioritized above traffic flow.

Mr. Taylor referenced the Vision Principles that stressed the need for transit accommodations in the plan beyond buses—he said we need to allow for more modes in the future. Is concerned that we don't create enough right-of-way for future transit and have the same problem we have at Bridge and High, where the street can't be widened for on street parking because of where buildings were located. He said the Principles also discussed embracing nature, but he has always been confused with the need for a greenway running along John Shields Parkway and how it was supposed to function.

Mr. Taylor said he was concerned that several access points were in the development were too auto-centric and stated that one-way street were anti-urban. He said a major landmark tree was lost with the Vnable skilled nursing facility and wanted to be certain that a detailed survey of the existing trees be conducted and that the pedestrian bridge be moved if necessary to preserve trees along the river.

He said the development needed to expand the range of residential choices offered. He stated that the buildings have too much of the active common space located on the interior of the building where residents will never be forced to walk out to the public street, and was concerned that the apartment buildings will function as high-end dormitories. He said that if the city is going to spend millions of dollars to create great views to the river, the corporate residents should have priority over college kids or recent graduates looking for small apartments. He understood Office Residential District as being primarily office uses with some residential use, and believed in general there needed to be more jobs within the development.

Mr. Taylor was concerned with single-use apartment buildings. Buildings should be adaptable and constructed of masonry versus wood frame. He said wood frame construction was not easily adaptable to other uses. He indicated that a modern architecture was desirable, but that this can be taken too far. He didn't think replicating Historic Dublin was appropriate, either. He referred to the image presented of the office and hotel buildings, and stated that the hotel architecture direction is good, but he feels that the office is too suburban. He characterized it as a 70 mile per hour freeway building. He said that the buildings in this portion of the plan should engage the street at the roundabout with retail uses. He noted that a conference center is limited to upper floors in the Code and that the proposed ground floor location is not permeable for the public. He said it would be fine if pushed back to interior of block in favor of more active use in this location. He suggested more be office use be incorporated in the plan overall. He

said the proposed heights of buildings in the plan may be appropriate, but said 4 to 5 stories would be the maximum he was comfortable with.

Mr. Taylor questioned what happened to future bridge connection depicted in Transportation Network graphic from the Code from Dale to Historic Dublin. He said the only vehicular bridge depicted now was at John Shields Parkway and felt this was a major mistake to lose this bridge. He said that residents here should be able to meet all of their daily needs within the quarter-mile pedestrian shed, and doubted that pedestrian use of bridge would happen without a strong connection to both sides of the river both in terms of use and design. Noted that there is a strong pedestrian node in the proposed plan, but the pedestrian shed does not overlap with the Historic Dublin pedestrian shed based at the Bridge and High intersection. He wondered what effect this proposal would have to the Historic Dublin businesses, and was concerned that the customer base could leave for this side of the river. He said the only way to avoid this was to make a stronger connection between the Historic District and the new development. He noted that the west landing of the pedestrian bridge will be below High Street and said that the bridge won't be visible at all from Historic Dublin.

Mr. Taylor was not supportive of the monolithic apartments. He said he would like to see office and residential vertically mixed versus horizontally, and a wider range of housing types. He wanted to see buildings where it could all happen together at once, and agreed that retail should extend to the east along Park Avenue. He said that we need to think about development beyond this development, and extend planning further to the east and west to understand how everything will fit together.

He wanted more detail on the street types, and was concerned that 12 feet of sidewalk is not enough to accommodate through foot traffic and outdoor dining spaces. He also wanted detail on street tree height and spacing, including if they are proposed as wells or lawns.

Mr. Taylor said that in all of the blocks of the plan buildings have been pushed from edge to edge within the block, with no room for small open spaces within the block. He said the development should include smaller scale parks and public green spaces that are walkable to all residential units. He asked if the block dimensions met the length and perimeter requirements for this zoning district.

Mr. Phillabaum replied that some of the block sizes depicted may exceed the maximum length permitted but more analysis is needed.

Mr. Taylor clarified that if the block lengths are exceeded, a mid-block access would be required and wanted to see how this was worked out.

He said that parking was a difficult issue to tackle in terms of predicting what the necessary number of parking spaces is and taking into consideration the overlap between businesses during the day and residents at night. He said at some point a parking authority may be needed to manage parking meters and garages, shared parking arrangements, etc. He was concerned with having so much of the parking underground and that this will kill street activity if direct access is provided from the below grade parking to the uses above with an elevator or other internal access way. He said he would rather see separate parking garages that require people



to walk out along the street to their destination in a nearby building, especially for office employees. He was unclear how the parking for the proposed townhouses was proposed to function, and requested additional information to clarify the relationship between this parking and how the residents access their units as these are refined.

Warren Fishman said he was also excited about things happening in Bridge Street after five years of working on the Code and attending meetings. He asked how much square footage of housing and how many housing units were proposed.

Ms. Groomes answered that it was 1.26 million square feet of development with 1,162 housing units.

Mr. Fishman thought that this density of dwelling units was out of kilter from Code. He appreciated the comments from the architects on the Commission and said that hearing their input was very valuable to him. He said he wants to see beautiful architecture with durable materials that will last for the next 100 years, because that is what makes a lasting community. He said the buildings had to be adaptable and this can only be accomplished with masonry construction.

Mr. Fishman agreed that priority should be given to executive level professionals, as they bring income to the city through income tax, not young professionals. He said that most people he has talked to at Bridge Street events say that they want to own their residence, and it is only because of the current economy that they are renting. He believed that young executives want to own a condominium with at least 1,500 square feet, 2 bedrooms and an office. He said that there shouldn't be any one car garage units, that two should be the minimum.

Mr. Fishman suggested that bicycle parking facilities should be included on the interior of buildings. He said that at APA and other training venues he has attended he constantly hears that the cities that have implemented form based codes were disappointed because developers built too many apartments. He said these communities were left with empty storefronts that zoning made them put in, but that they have no incentive to lease because the rents for residential are paying for building.

Mr. Fishman wanted to stick to the uses and other requirements that are in the Code as they spent countless hours working on that language with staff and City Council. He said he had a lot of respect for the work of Ken Danter and would be interested to see the results of his analysis mentioned by the applicant.

Victoria Newell apologized for missing the presentation by the applicant, and said she could sum up her concerns as being in three areas. She thought the plan was too heavily weighted toward only residential uses at the north end and was concerned with this separation of uses. She said a stronger connection needs to be made to Historic Dublin, as both sides of the river should be able to benefit from this development. She said she was very familiar with this type of commercial residential construction and sees a trend occurring with this type of development. She asked what is it that will make this area unique, as these types of townhomes and the other architectural character is being seen everywhere. She had concerns with what the rear of the townhomes would look like.

Chris Amorose Groomes said she was in agreement with almost everything the other Commissioners said. She said she had reviewed some of the previous impact and capacity

studies for Bridge Street produced by a number of talented consultants. She was concerned with the numbers proposed in this development plan and how they compare with what was projected for this area in the Vision Plan and the Planning Foundations document.

Ms. Groomes noted that the Vision Plan included a target housing unit mix for the next 5 to 7 to 10 years, with 807 rentals, 425 multi-family condos, 175 single-family attached and 93 single family attached, and that was for the entire Bridge Street Corridor. She said she was concerned this proposal exceed what was projected in the impact studies for the Riverside District. She said we need to achieve the right balance of commercial and residential uses. She believed that the real financial assets to the community are our corporate office employers, as opposed to residential uses which generally cost the city. She said the great frontage being created along Riverside should be devoted to the these corporate employers, not residents.

Ms. Groomes said the Riverside frontage should be more engaging and had concerns with the size of the buildings at Riverside, as this scale gets out of hand very quickly. She remembered the Lane Avenue project they had toured as being just under 100 dwelling units, and that the building felt really big, and was concerned that these buildings will be even bigger. She said she was not comfortable with the size of the apartment buildings along Riverside.

Ms. Groomes agreed with Mr. Taylor that Park Avenue is not wide enough to accommodate the amount of pedestrian activity desired. She said she hoped that this area would be an authentic, complete neighborhood. She said some areas of the plan seem disjointed and recommended that it be more diverse in the distribution of uses. She challenged the applicant to make this an authentic place and a complete neighborhood with more of the daily service needs of residents and businesses more buildings of a smaller scale.

She was concerned about auto courts behind the townhomes, and thought this arrangement really defeats the urban environment. She expressed a preference that the units use an underground garage as opposed to the auto courts. She said she shared the concern of Ms. Newell that this architecture looks very similar to what is being done everywhere and fears that the buildings will become dated. She said people should not be able to look at a building and immediately tell when it was built.

Ms. Kramb spoke again and said she wanted to see the development numbers and how they match what has been modeled. She also wants more information about how the buildings match what is permitted by Code. She wants to see smaller, more unique buildings

Ms. Groomes invited the applicants to ask questions of the Commission and hoped that a clear image was provided and that they can come together on solutions.

Mr. Martin agreed with the notion of extending the non-residential uses along Park Avenue to the east. He said that they too hold the conviction that as this area becomes successful development will want to move in that direction.

Mr. Yoder was not certain that a true vertical mix of uses with residential above office above retail at the ground level was plausible economically and from a Code perspective, but they were confident that a very active street can still be created.

Mr. Martin clarified the width of the sidewalk along Park Avenue as being typically a minimum of 12 feet which would be clear walking dimension. He said this is wide enough for three people to walk abreast. He said this 12 feet would be in excess of any space dedicated in front of the buildings for seating/dining. He added that he had participated in many public meetings and the Commissions comments were some of the most astute he has heard, and that the Commissioners were very consistent in their comments. He said it was a very valuable discussion.

Mr. Yoder thanked the members of the Commission for visiting The Lane in Upper Arlington. He said that it was a 108 unit building and many of the buildings proposed here would be smaller than that.

Ms. Groomes said that the other Commissioners may be a lot more comfortable with this building size than she was.

Mr. Hardt said the one building in particular that he was concerned about from a scale perspective was the building just north of Park Avenue.

Brent Crawford of Crawford Hoying Development Partners said that they are experiencing a trend in demographics at their projects that is skewed toward empty nesters, but also to slightly older young professionals in the late 20s to mid to late 30s, and not as much those young people just out of college. He said the average age of their residents was over 40 with an income over \$100,000. He said the desire for large homes among this demographic has changed.

Ms. Groomes said that she thinks that our office residents are also important to accommodate. She said she wants to give the apartment renters good space within the plan, but maybe not the best spaces. She added that there should be 'almost enough' apartments available in Bridge Street to meet the market demand.

Mr. Crawford said that there was a conscious decision to locate the core of the non-residential use along Park Avenue, and that businesses want to be located in these walkable environments just as residents do. He said he could see potential to push the office more to the north because the interest has been very strong.

Ms. Groomes thanked the applicants.

Terry Foegler informed the Commission that the financial analysis from the applicant of the structured parking, the streets and other infrastructure would be advancing soon and may inform how much parking will need to be provided for additional office use in the development plan. He added that another significant regional study on demographics over the next 30 to 40 years was coming soon and was reflecting a significant trend toward single person households.

Justin Goodwin clarified for the Commission that a more robust capacity analysis was conducted more recently than the Vision Report that was reference by Ms. Groomes, and that this could be provided to the Commission along with the fiscal analysis that was also completed in the time since the Vision Report analysis.

Ms. Groomes called a short recess until 9:05 pm.

**2. Village at Coffman Park PUD – Ganzhorn Suites**  
**13-058Z/PDP/PP Rezoning with Preliminary Development Plan/**  
**(POSTPONED) Preliminary Plat**

This case was postponed prior to the meeting as requested by the applicant.

**3. Bridge Street District – Code Modification**  
**13-095ADMC Administrative Request -Zoning Code Amendment**

Ms. Groomes said she is unsure how to tackle the rest of the Code and asked what remains to be reviewed.

Mr. Goodwin noted that at the last meeting, the Commission had discussed working through each remaining section of Code with Planning providing initial observations of what items need to be addressed prior to the Commission's discussion on each topic. He said Planning is open to another approach if the Commission has a preference.

Ms. Groomes said that it is nice to have materials from Planning during the discussion. She said there are some topics like parking in an urban district that it is difficult to discuss because we have not had experience with this type of development.

Mr. Hardt recalled that an earlier Commission discussion at which the Commission came up with a list of Code items and set priorities for discussion. He said he thought it was okay if an individual Commissioner had specific concerns, such as parking, that everyone would have the opportunity to have that discussion and that some would be more interested in other topics. He asked if Planning had completed its full technical review of the Code.

Mr. Goodwin said that Planning has prepared a list of issues and potential revisions for all Code sections over the past year and has been reviewing each section again prior to sending the annotated copies to the Commission for Review.

Mr. Hardt said he believed Council would grow weary of receiving Code revisions in pieces.

Mr. Goodwin noted that the Commission had decided to review the rest of the Code prior to sending it to Council.

Mr. Hardt said it was easier for him to focus when the Code was the only item on the agenda.

Mr. Taylor agreed and asked how many more pieces of the Code there are to review.

Mr. Goodwin replied that each Code section warrants a review.

Mr. Taylor agreed and said it would be helpful to group the information together to have a more efficient review rather than having a piecemeal review after long agendas.

Mr. Fishman suggested scheduling a special meeting.

Mr. Hardt agreed and said it would be easier to have the discussion at 6:30 instead of 9:30.

Mr. Goodwin suggested one of the January meetings could be set aside for Code review.

Mr. Taylor noted that the Commission had agreed to schedule special meetings as necessary.

Ms. Groomes said she would prefer to keep the project moving and suggested a December special meeting. She asked how much time Planning would need to prepare review materials.

Mr. Goodwin said it would depend on how much detail the Commission would like to see. He said Planning could provide a full annotated copy of discussion items in December, but would need more time to draft actual revised Code language.

Ms. Groomes said she preferred December 12.

Amy Kramb said she would not be available that day.

Ms. Groomes suggested either the 11<sup>th</sup> or 12<sup>th</sup> if either date is not necessary for a BZA or ARB meeting.

Mr. Goodwin noted he would be on vacation that week but that other staff would be available for the special meeting.

Ms. Husak introduced Laurie Wright, Planning's new Staff Assistant and said that Ms. Wright would be helping with the Commission meetings in the future.

Ms. Amorose Groomes adjourned the meeting at 9 p.m.

As approved by the Dublin Planning and Zoning Commission on December 5, 2013.